



**AUTOMATED
TRAFFIC
ENFORCEMENT
2023 ANNUAL
TRAFFIC REPORT**

**SPEED
PHOTO
ENFORCED**



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Introduction

In 2023 The City of Red Deer (The City) had an estimated population of 100,844 and is currently being policed by the Royal Canadian Mounted Police (RCMP). Law enforcement in The City is also complemented with eighteen Community Peace Officers (CPO's). The RCMP and the CPOs in collaboration with The City of Red Deer are committed to increasing the level of roadway user safety. The Automated Traffic Enforcement (ATE) program is one mechanism used to reach this goal by reducing speed and managing intersection traffic compliance, which has a direct impact on collisions within Red Deer. The ATE program is a balanced and transparent education and enforcement approach, when used in conjunction with conventional traffic enforcement, contributes to community safety.

The requirements in the new ATE Guideline came into effect upon signing of the Ministerial Order by the Minister of Justice and Solicitor General and the new Guidelines were implemented in December of 2023. The new ATE guideline December 2023 is on The City web site located at: <https://www.reddeer.ca/city-services/police-rcmp/traffic-safety-and-enforcement/automated-traffic-enforcement-faqs/>

The 2023 ATE Guidelines clarified the requirements of yearly site counts, data submission and removal of Edmonton and Calgary Ring Roads. The City of Red Deer approved sites can be viewed on The City of Red Deer web site at: <https://reddeer.ca/city-services/police-rcmp/traffic-safety-and-enforcement/automated-traffic-enforcement-faqs/>

Overview

The City Automated Traffic Enforcement (ATE) Program includes photo laser mobile units, red light and intersection speed cameras.

In 2023, The City operated three photo laser mobile units that were used at 191 approved site locations composed of 43 Traffic Corridors and 148 Playground/School zones. These locations have oversight and approval by the Red Deer Detachment of the Royal Canadian Mounted Police (RCMP) which is required pursuant to the ATE Guidelines - C. Roles and Responsibilities.

The City has 10 permanently affixed Intersection Safety Device (ISD) cameras. The City implemented a change from the monthly 4 camera rotation schedule to all 10 cameras activated 24/7 in November 2022.

Coordinated Traffic Safety

Traffic Safety, its initiatives and outcomes is a priority for The City of Red Deer and is achieved using the “Five E” philosophy of Education, Engineering, Enforcement, Engagement, and Evaluation. The long-term desired outcome is an improved transportation safety culture, where all citizens recognize and contribute positively to safer roadway use. The long-term vision is met through intermediate initiatives that address the reduction of speeding and reduced red light infractions, such as the ATE program.

The initiative includes the importance of ATE site selection, and if one or more prove to be ineffective, is removed from the eligible site list. This speaks to the importance of pivoting to ensure The City of Red Deer program retains its currency and impact. However, the Ministry of Public Safety and Emergency Services, in collaboration with the Minister of Transportation, in the Policy Direction for the 2023 Automated Traffic Enforcement Technology Guideline, have extended a “freeze” that was initially implemented December 1, 2019 to December 1, 2024, or such time the government decides to end the freeze.



This change directs that there shall be no increase in amount of intersection safety devices and mobile units currently being used, or these devices cannot be moved to different locations.

Table 1 - ATE data from 2020-2023.

YEAR	PHOTO LASER	RED LIGHT CAMERA	SPEED THROUGH INTERSECTIONS	VIOLATION TOTALS
*2020	6,951	288	9,246	16,485
2021	8,365	382	8,276	17,023
2022	7,365	636	7,429	15,430
2023	5,737	848	13,300	19,885

COVID 19 Impact

Since March 2020, The City observed a significant reduction in traffic volume due to school closures, reduction in activities outside of the home, and an increase of work-from-home models. This traffic volume reduction is reflected in the decrease of infractions across the enforcement methods (as noted in Table 1). Additionally, ATE was temporarily reduced for approximately 30 days during the initial COVID wave in 2020.

In 2021 and 2022, The City experienced a reduction in traffic volume.

Photo Laser Mobile Units

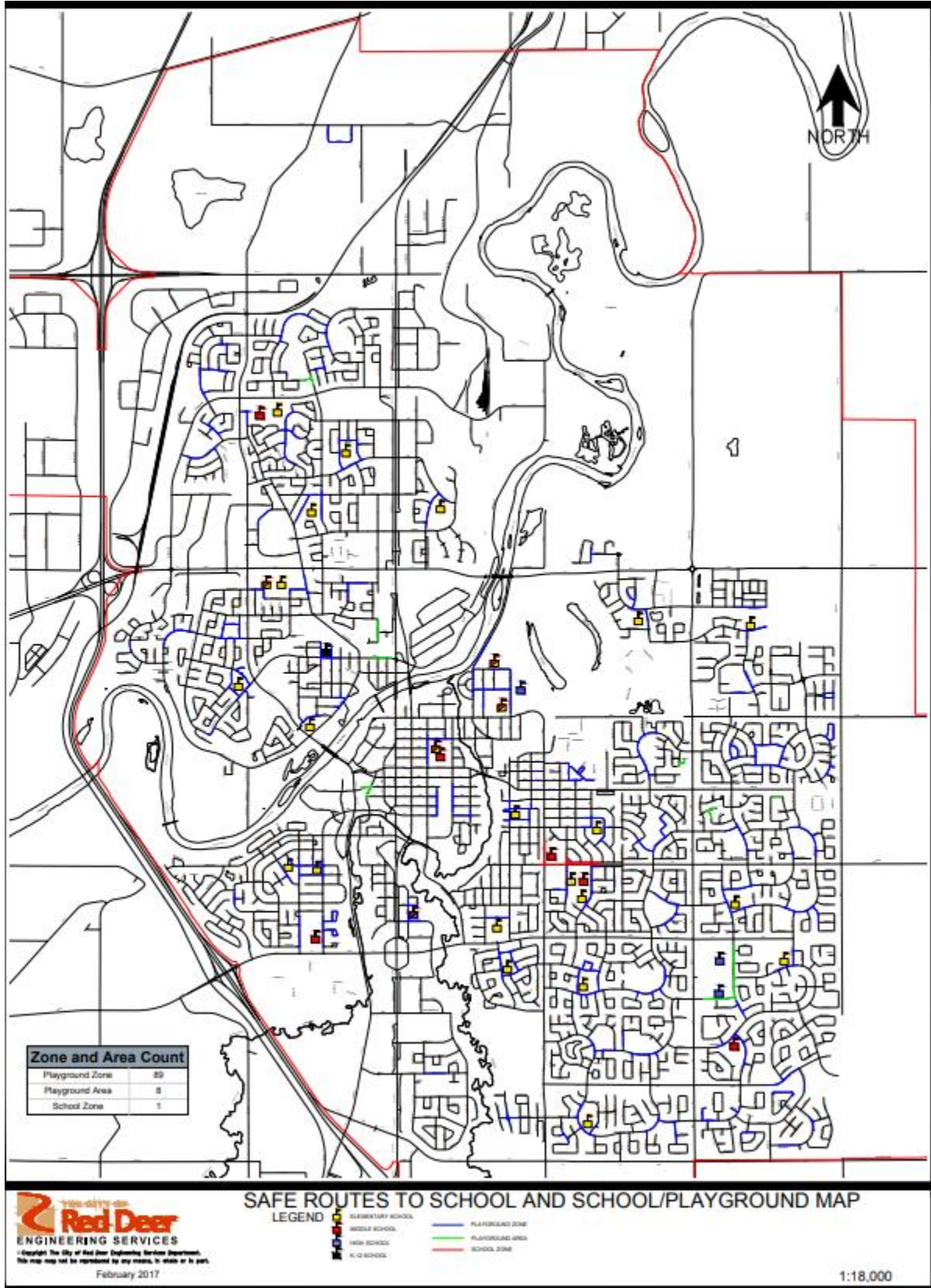
As stated in the City of Red Deer Council / Policy 3203-C, the primary focus of speed enforcement with ATE will be in school zones and playground areas. Secondary enforcement will apply to Red Deer's major traffic corridors where there is a significant potential for conflict between pedestrians and vehicles and there is a history of accidents.

The following page illustrates the playground/school zones in The City of Red Deer. There are 148 Playground/School sites within the zones that are enforced by the Photo Laser Mobile Units. Traffic corridors are monitored as outlined in the criteria defined by the Automated Traffic Enforcement Technology Guidelines, December 2023 version.

Each operator of the Photo Laser Mobile Unit has obtained their valid Peace Officer Appointment from the Assistant Deputy Minister/Director of Law Enforcement of the Public Security Division, Department of Justice and Solicitor General, for the Province of Alberta. This appointment outlines the authority, responsibility and duties while employed by The City of Red Deer and while acting within the scope of his/her employment, to enforce the Traffic Safety Act.

The Photo Laser Mobile Units have adhered to the requirement that “*all mobile units must be clearly identifiable by the public*”. The City chose to have bright yellow decals with blue-colored lettering (10 cm high and stroke of 1.5 cm) placed in front and back of each mobile unit ensuring clear visibility to drivers approaching from either direction. These decals were approved by the Ministry of Justice and Solicitor General (exact wording and criteria on page 12 of the Automated Traffic Enforcement Technology Guideline, December 2023) and were subsequently installed on all three units in October of 2022.

In 2023, the three Photo Laser Mobile Units monitored 201,250 vehicles with a total \approx 5,958 deployment/enforcement hours in approved Playground, School and Traffic Corridor sites. There were 7,302 speeding contraventions with 5,737 notices issued. There are a number of reasons for non-issuance of offence notices some of which include obstructed plates (dirt, snow, equipment mounted on rear of vehicle, damaged, faded, etc.), out of province and plates or vehicles that were stolen or lost.



The Photo Laser Mobile Unit site enforcement recognized an overall decrease of violations by $\approx 22.10\%$ when comparing 2022 to 2023. The removal of 61 photo laser enforcement traffic corridor sites in June of 2022 is possibly a contributing factor to the reduction.

In November of 2022 the activation of all 10 ISD sites was initiated and at that time there were 13 additional Photo Laser Mobile Unit sites that were not able to be enforced, removing a total of 74 Photo Laser Mobile Unit sites.

Red-Light Cameras

The primary focus of the ISD is to assist in making the streets safer by reducing the number of traffic offences, which contribute to injuries and fatalities on our roadways. There is a Red-Light Camera infraction increase that is primarily due to the enhancement of technology and its ability to capture more violations in all lanes at any given time. It is acknowledged that other factors such as an increase of drivers, weather conditions, and distracted driving may also contribute to the overall increase in violations. In November 2022 all ten intersection cameras were activated 24/7 increasing the capturing of red-light violations. From 2022 to 2023, there was $\approx 33.33\%$ increase in the number of red-light violations issued.

Intersection Speed Cameras

In 2017, The City of Red Deer Council approved the use of intersection speed technology. In April 2018, The City implemented a new Intersection Safety Device system with the ability to enforce infractions in all lanes of traffic simultaneously. Typically, the first year of implementation of intersection speed technology results in the highest infraction rate as drivers require time to adjust driving behavior and patterns. From 2022 to 2023, there was an increase in speed violations by $\approx 79.02\%$.



In 2023 a total of ≈ 19,485,139 motor vehicles travelled through The City’s monitored intersections. Of that number there were 22,592 combined red light and speed contraventions. There were 13,300 speeding violations and 848 red light violations issued.

Table 2 - Public Roadway Collisions*

Year	Total # Public Roadway Collisions	Total # Fatal & Injury Collisions	Total # Collisions at ISD Locations	Total # ISD Fatal & Injury Collisions
2020	1,883	163	119	13
2021	1,455	144	114	12
2022	1,908	132	143	16
2023	1,935	228	208	22

Source: The City of Red Deer Engineering Services data available as of April 02, 2024.

**Public Roadway Collisions include all collisions that occurred on any road or street within the City of Red Deer. Parking lots and alleys are excluded.*

Table 3 - Collision Comparison 2020-2023

2020 compared to 2023

- There is a $\approx 2.76\%$ increase in total number of collisions
- There is a $\approx 39.87\%$ increase in injury and fatal collisions
- There is a $\approx 74.78\%$ increase in collisions at ISD locations
- There is a $\approx 69.23\%$ increase in fatal & injury collisions at ISD locations

2021 compared to 2023

- There is a $\approx 32.98\%$ increase in total number of collisions
- There is a $\approx 58.33\%$ increase in injury and fatal collisions
- There is a $\approx 82.45\%$ increase in collisions at ISD locations
- There is a $\approx 83.33\%$ increase in fatal & injury collisions at ISD locations

2022 compared to 2023

- There is a $\approx 1.41\%$ increase in total number of collisions
- There is a $\approx 72.72\%$ increase in injury and fatal collisions
- There is a $\approx 45.45\%$ increase in collisions at ISD locations
- There is a $\approx 37.5\%$ increase in fatal & injury collisions at ISD locations.

Source: The City of Red Deer Engineering Services, data available as of April 2, 2024



ATE Fine Revenue

Revenue generated through the issuance of a ticket through conventional enforcement or automated traffic enforcement (including photo laser, red light cameras and intersection speed cameras) is divided between The Province and The City – 41.67 % to The Province, which includes a 15 % victim surcharge, and the balance of 58.3 % remains with The City. The City portion, minus administrative costs, is applied directly to policing services in our city.

The 2023 net revenue received by The City is \$117,395.00 and is reflected in Table 4.

Table 4 - ATE Fine Revenue Summary 2023

ATE Fine Revenue Summary 2023					
	Month	Photo Radar	Red Light Camera	Speed on Green	Total ATE Revenue by Month
	Jan	34,316	16,000	45,382	95,698
	Feb	30,189	14,343	35,424	79,956
	Mar	35,374	15,696	52,368	103,438
	Apr	37,484	9,265	60,319	107,068
	May	39,376	14,525	77,769	131,670
	Jun	39,850	10,473	67,088	117,411
	Jul	34,369	10,272	76,544	121,186
	Aug	29,043	8,798	65,038	102,879
	Sep	22,867	5,135	48,892	76,895
	Oct	43,576	11,445	100,730	155,751
	Nov	35,340	14,042	100,950	150,333
	Dec	35,187	10,819	74,144	120,150
	Total	416,972	140,812	804,649	1,362,433
The ATE fine revenue are utilized in the below areas to support ATE operations. These expenses are direct costs of operating the ATE program.					
	Category 2	Expenditure			
	Row Labels	Sum of Amount			
	Commissionaires	499,100			
	Conduent	551,441			
	Salaries	160,602			
	Fleet Expense (e.g. R&M of fleet vehicles)	30,934			
	General Operational Expenses (e.g. Telephone, Supplies, Equipment Repair, etc)	2,962			
	Grand Total	1,245,038			

Our Commitment

The City of Red Deer, Municipal Policing Services, RCMP, and the Province of Alberta all share the same end goal - to make our roadways safer. Through the ATE Program and continued public education, The City remains dedicated to reducing both the occurrence and severity of collisions and the resulting injuries and fatalities, as well as reducing property damages in our community.

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